

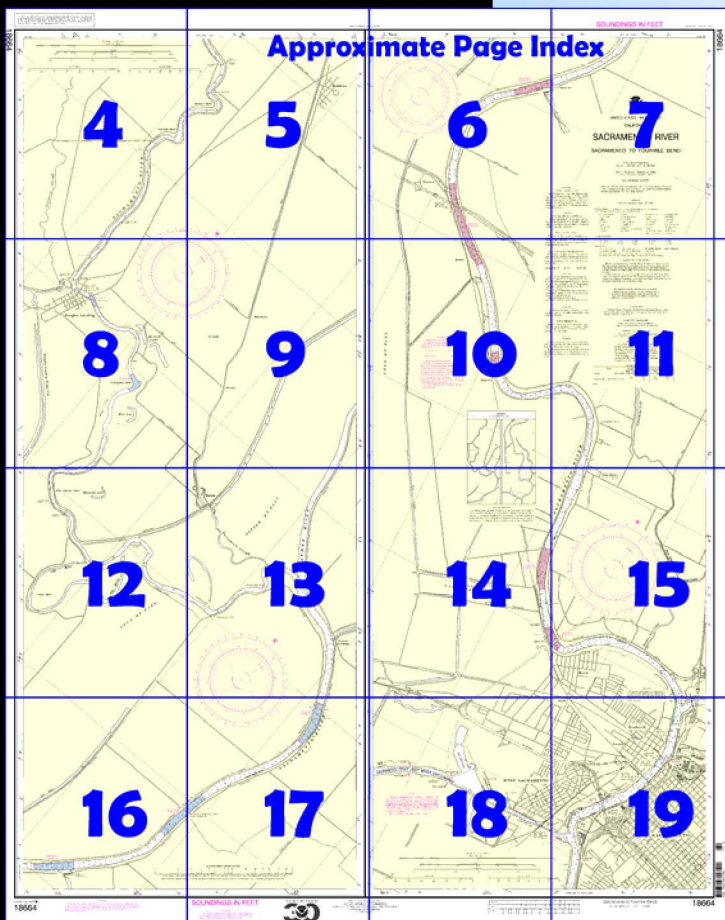
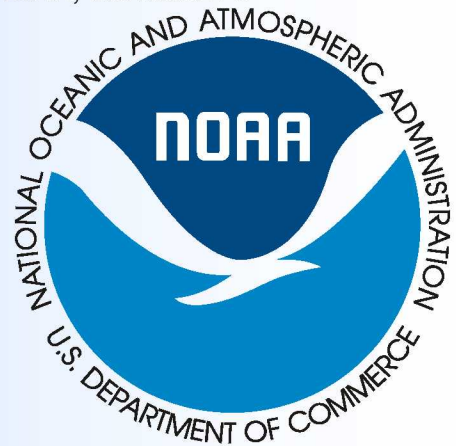
# BookletChart<sup>TM</sup>

## **Sacramento River – Sacramento to Fourmile Bend** (NOAA Chart 18664)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



*Home Edition (not for sale)*



### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

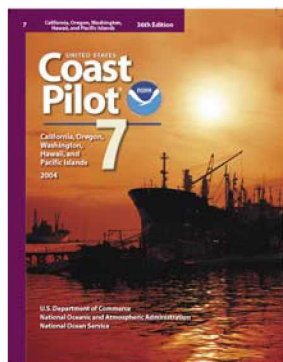
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### [Coast Pilot 7, Chapter 7 excerpts]

(630) **Sacramento River** rises in the Trinity Mountains in N central California, flows S for 325 miles, and enters Suisun Bay on the N side of **Sherman Island**. Deep-draft vessels follow the lower Sacramento River to Cache Slough, 1.5 miles above Rio Vista Bridge, thence through a deepwater ship channel to Sacramento, a distance of 37 miles above the mouth of the river. Barges and other small craft also use Sacramento River all the way to Sacramento, a distance of 50

miles. Above Sacramento, small craft go to Colusa, 125 miles above the mouth, but there is no regular navigation above this point.

(677) **Sacramento Coast Guard Air Station** is NE of Sacramento at McClellan Air Force Base.

(678) Copies of the harbor regulations are available from the Port of Sacramento whose office is at 2650 Industrial Blvd., West Sacramento, CA 95691.

(679) The port radio station KPB-386 VHF-FM channel 18 is monitored 24 hours a day.

(680) The deepwater facilities of the Port of Sacramento consist of three wharves and three piers, each of which has a berthing length of at least 600 feet with a deck height of 19 feet and reported depths alongside of 30 feet or more. All berths are served by railroad and highway connections, and all berths have water and electrical shore power connections. General cargo at the port is usually handled by ship's tackle; special handling equipment, if available, is mentioned in the description of the particular facility. All of these facilities are owned and most are operated by the Sacramento-Yolo Port District. Several small wharves and piers along the shallower Sacramento River, privately owned or owned by the city of Sacramento, are operated by oil companies, a rice growers association, a tug company, and a cement company. These facilities are used for shipping various commodities by barge, for fueling small craft, and for mooring small vessels and floating equipment. For a complete description of the port facilities refer to Port Series No. 32, published and sold by the U.S. Army Corps of Engineers. (See appendix for address.)

(681) The port wharves and piers along the NE side of the turning basin are described from W to E.

(692) Above Sacramento the prevailing flood conditions are as follows: At Verona at the junction of Feather River, 70 miles above the mouth, 20 feet at ordinary floods and 24 feet at extreme floods; at Colusa, 125 miles above the mouth, 25 feet at ordinary floods and 32 feet at extreme floods.

(693) Between Sacramento and Colusa are numerous warehouses and small landings.

(694) The minimum clearance of the swing and bascule span bridges over the Sacramento River between Sacramento and Colusa is 29 feet at low water, and of the fixed bridges 55 feet at high water and 82 feet at low water. The minimum clearance of the overhead power cables across the river is 60 feet.

(695) **Feather River** rises in the Sierra Nevada and empties into Sacramento River at **Verona**, 18 miles above Sacramento. The river has been improved by snagging and the construction of wing dams at **Marysville**, 26 miles above the mouth. The controlling depth is usually 3 feet from about February 15 to June 15. Ordinary flood fluctuation is 20 feet, and extreme flood fluctuation is about 25 feet. With the exception of several small privately owned landings, all loading is handled on the banks. There has been no commercial navigation on the Feather River in recent years.

# Table of Selected Chart Notes

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**HEIGHTS**  
Heights in feet above Mean High Water.


**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.


**CAUTION**  
**BASCULE BRIDGE CLEARANCES**  
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

**RADAR REFLECTORS**  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

  
Pipeline Area

  
Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

**PLANE COORDINATE GRID**  
Corps of Engineers plane coordinate grid is indicated by dashed ticks at 4,000 foot intervals

**NOTE B**  
**CAUTION**  
Mariners are warned that numerous uncharted piles, snags, pumps, and pipes, some submerged, may exist along edges of the waterway.  
Numerous buoys and signs mark the wing dams, along the Sacramento River. Mariners should never attempt to pass between the warning buoys and the shore.

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 7 for important supplemental information.

**CAUTION**  
Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.  
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
Station positions are shown thus:  
○ (Accurate location)    ◦ (Approximate location)

**NOAA VHF-FM WEATHER BROADCASTS**  
The National Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.  
Sacramento, CA    KEC-57    162.55 MHz

**HORIZONTAL DATUM**  
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.368" southward and 3.878" westward to agree with this chart.

**AUTHORITIES**  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

**CAUTION**  
This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION					
Place  Name (LAT/LONG)	Height referred to datum of soundings (MLLW)				
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water	
Sacramento (38°35'N/121°30'W)	feet 2.9	feet 2.6	feet 0.3	feet 1.5	

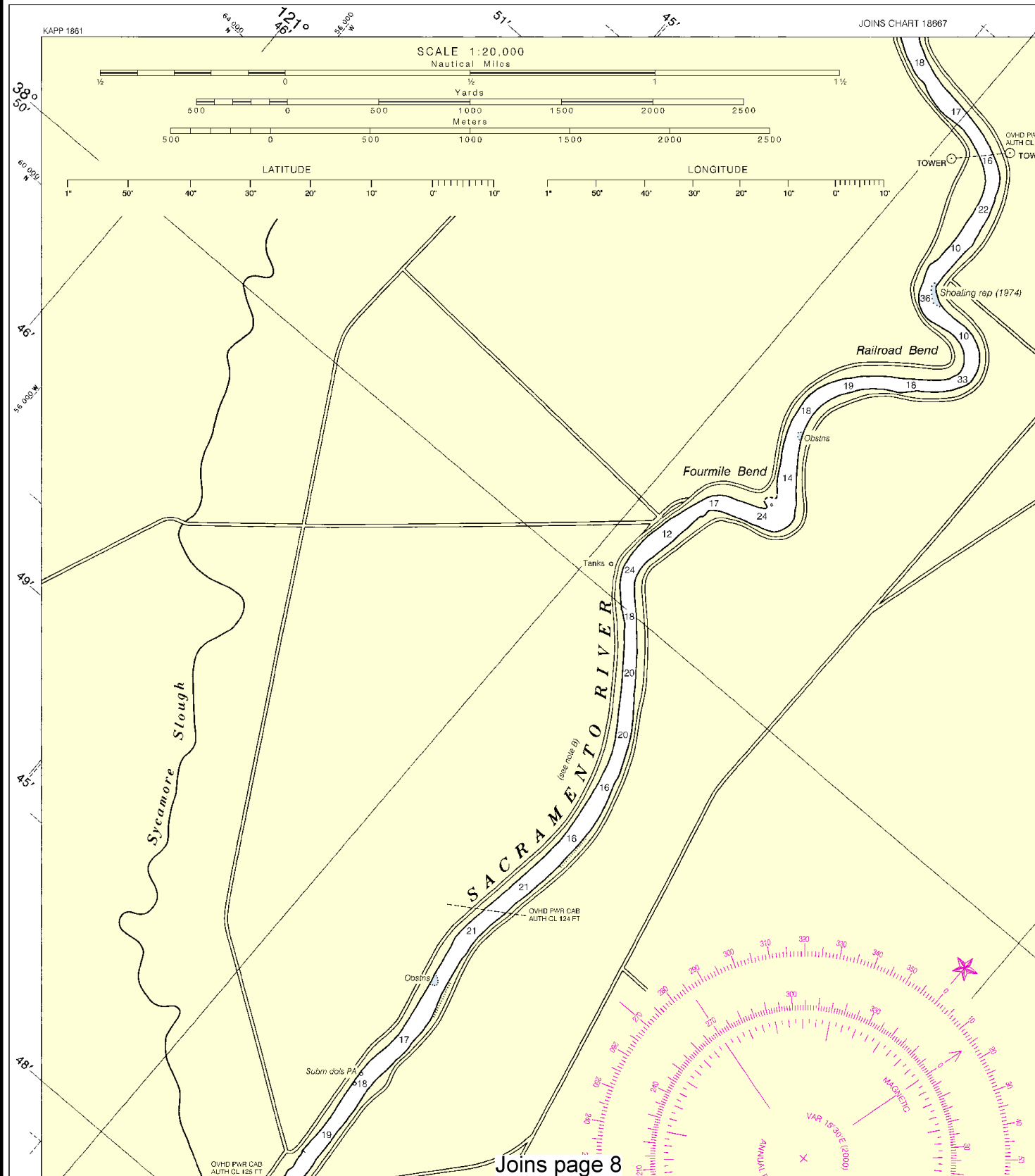
(200)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)				
Aids to Navigation (lights are white unless otherwise indicated):				
AERO aeronautical	G green	Mo morse code	R TR radio tower	
Al alternating	IQ interrupted quick	N nun	Rot rotating	
B black	Iso isophase	OBSC obscured	s seconds	
Bn beacon	LT lighthouse	Oc occulting	SEC sector	
C can	M nautical mile	Or orange	St M statute miles	
DIA diaphone	m minutes	Q quick	VQ very quick	
F fixed	MICRO TR microwave tower	R red	W white	
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle	
		R Bn radiobeacon	Y yellow	
Bottom characteristics:				
Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky
Miscellaneous:				
AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged	
ED existence doubtful	PA position approximate	Rep reported		
②1 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.				
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.				

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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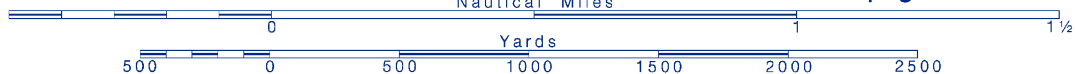
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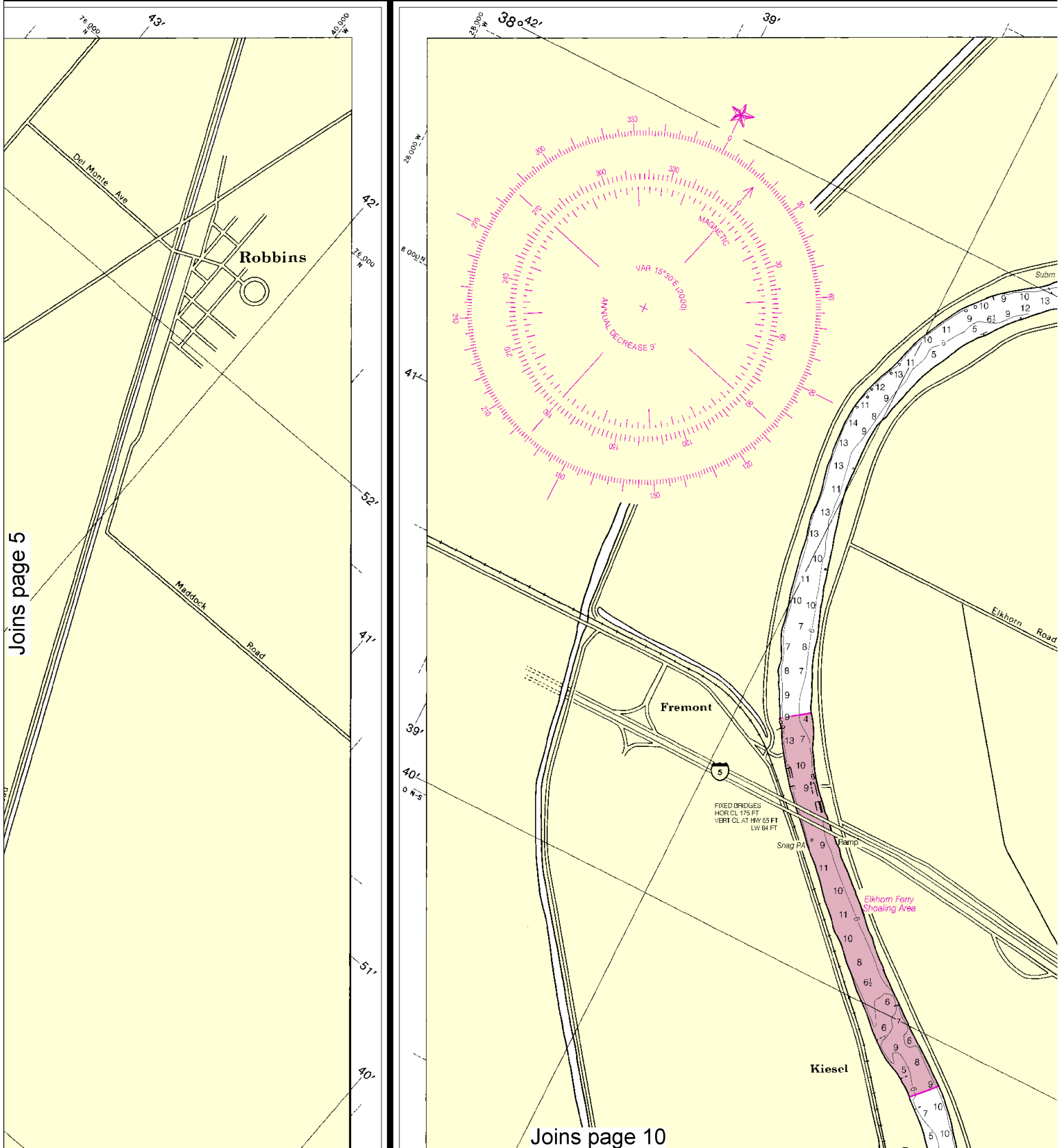
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SCALE 1:20,000  
Nautical Miles

See Note on page 5.



# 5



6

Printed at reduced scale.

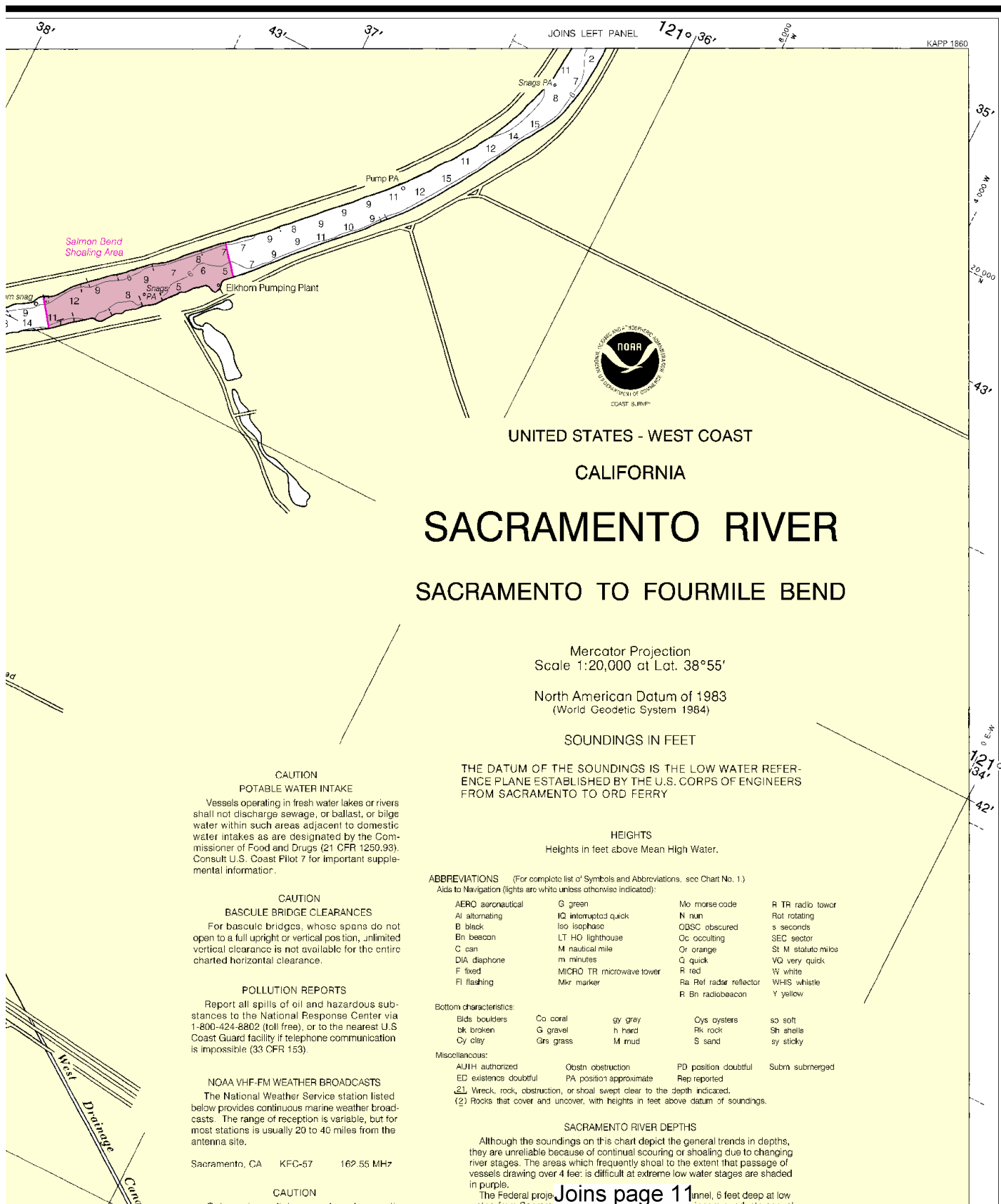
SCALE 1:20,000  
Nautical Miles

See Note on page 5.



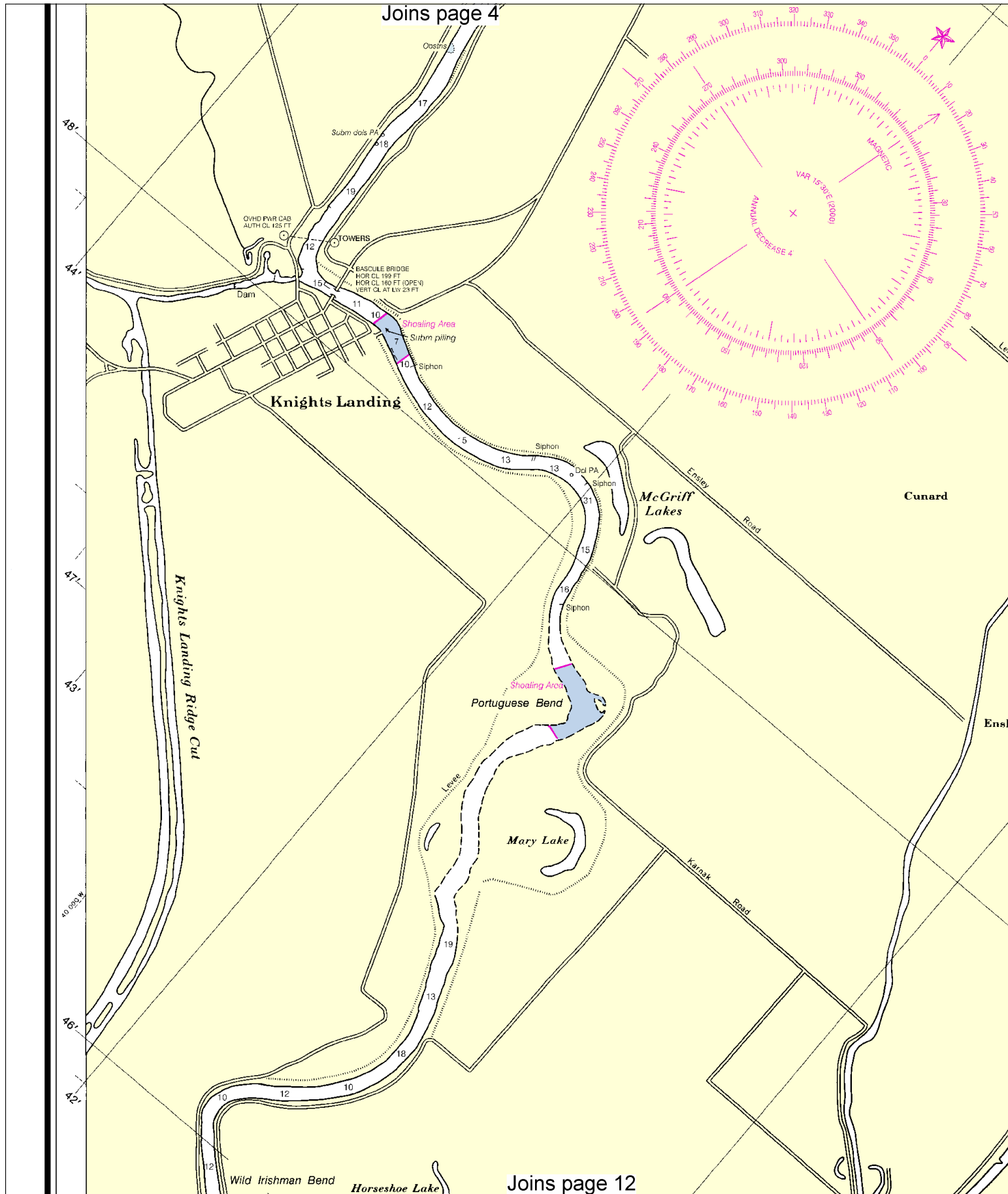
Nautical Chart Catalog No. 2, Panel Q

18664

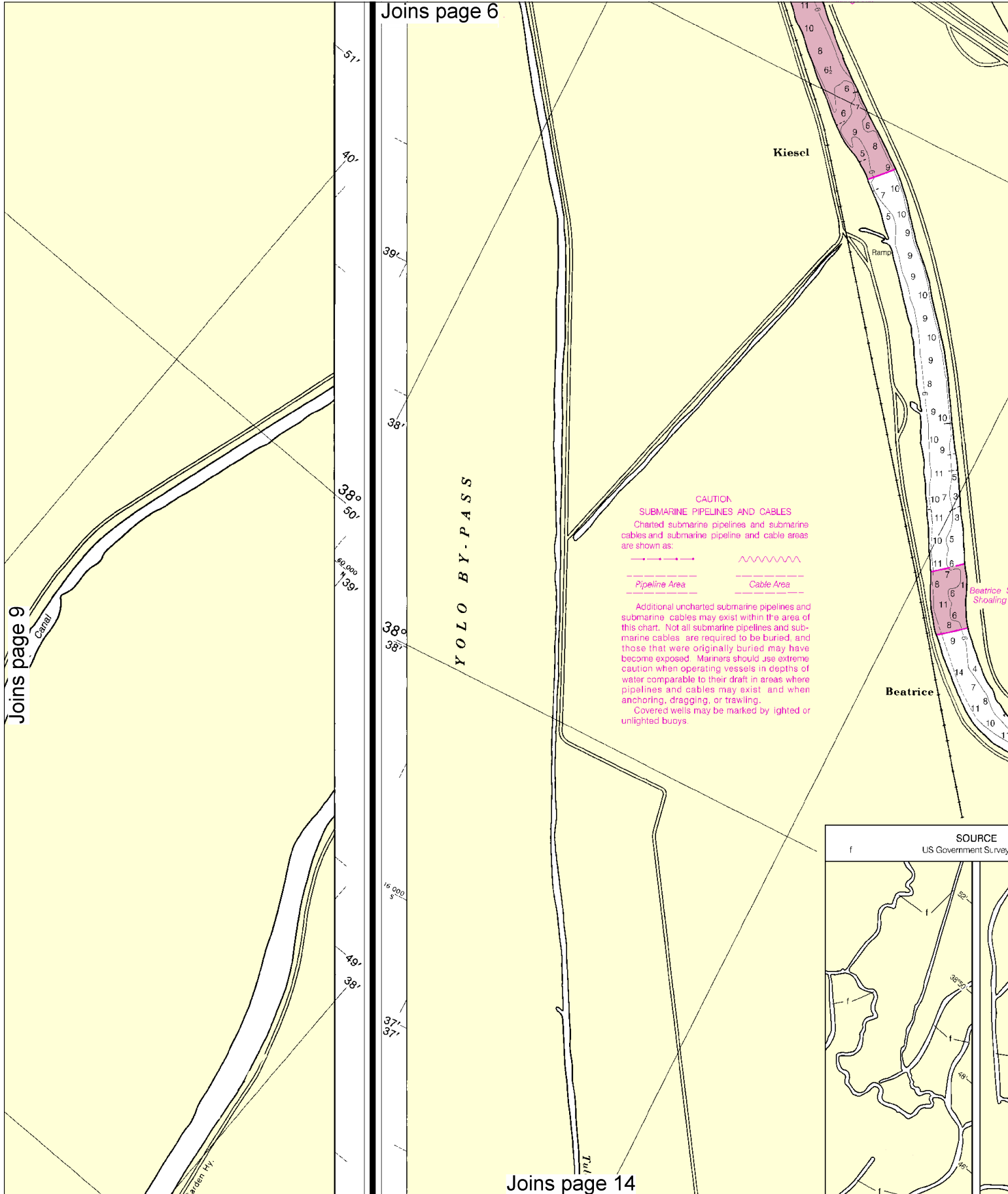


This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0510 2/2/2010,  
NGA Weekly Notice to Mariners: 0910 2/27/2010,  
Canadian Coast Guard Notice to Mariners: n/a .

7







Joins page 9

Joins page 6

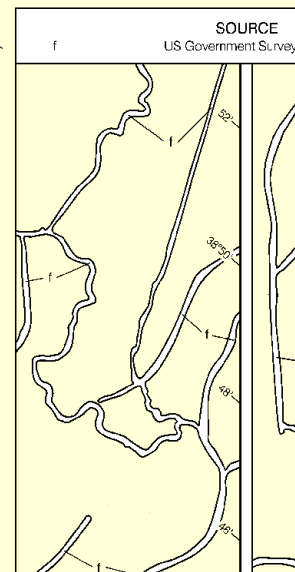
Joins page 14

10

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



charted horizontal clearance.

## Joins page 7

microwaves  
MICRO TR microwave tower  
Mkr marker

Q quick  
R red  
Ra Ref radar reflector  
R Bn radiobeacon

VO very quick  
W white  
WHIS whistle  
Y yellow

### POLLUTION REPORTS

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Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

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### RADAR REFLECTORS

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### NOTE B

#### CAUTION

Mariners are warned that numerous uncharted piles, snags, pumps, and pipes, some submerged, may exist along edges of the waterway.

Numerous buoys and signs mark the wing dams along the Sacramento River. Mariners should never attempt to pass between the warning buoys and the shore.

### Bottom characteristics:

Bds boulders  
bk broken  
Cl clay

Co coral  
G gravel  
Gr grass

gy grey  
h hard  
M mud

Oys oysters  
Rk rock  
S sand

so soft  
Sh shells  
sy sticky

### Miscellaneous:

AUTH authorized  
ED existence doubtful

Obstn obstruction  
PA position approximate

PD position doubtful  
Rep reported

Subm submerged

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

### SACRAMENTO RIVER DEPTHS

Although the soundings on this chart depict the general trends in depths, they are unreliable because of continual scouring or shoaling due to changing river stages. The areas which frequently shoal to the extent that passage of vessels drawing over 4 feet is difficult at extreme low water stages are shaded in purple.

The Federal project provides for a shallow-draft channel, 6 feet deep at low water, from Sacramento to Colusa. The Corps of Engineers conducts annual maintenance dredging operations to provide project depth. Consult the District Engineer in Sacramento for controlling depths.

### BRIDGE AND OVERHEAD CABLE CLEARANCES

Clearances are charted as furnished by the Corps of Engineers. Overhead cable clearances are referred to high water. Bridge clearances are referred to High Water (HW) and Low Water (LW).

### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

### PLANE COORDINATE GRID

Corps of Engineers plane coordinate grid is indicated by dashed ticks at 4,000 foot intervals.

### SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

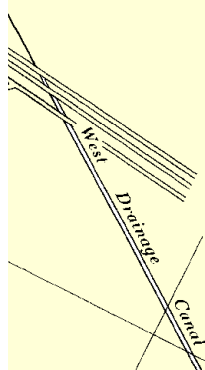
### HORIZONTAL DATUM

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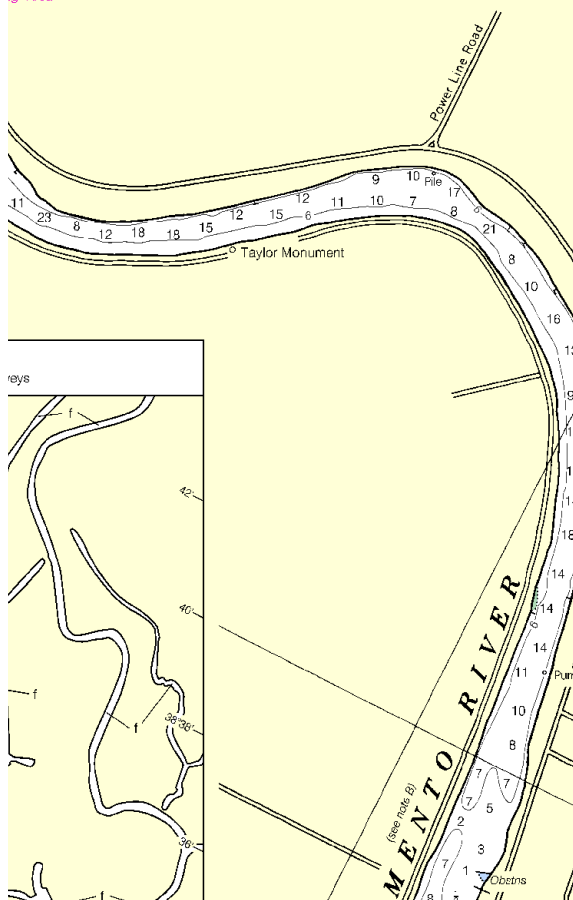
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Place Name (I AT/I ONG)	Height referred to datum of soundings (MLLW)			
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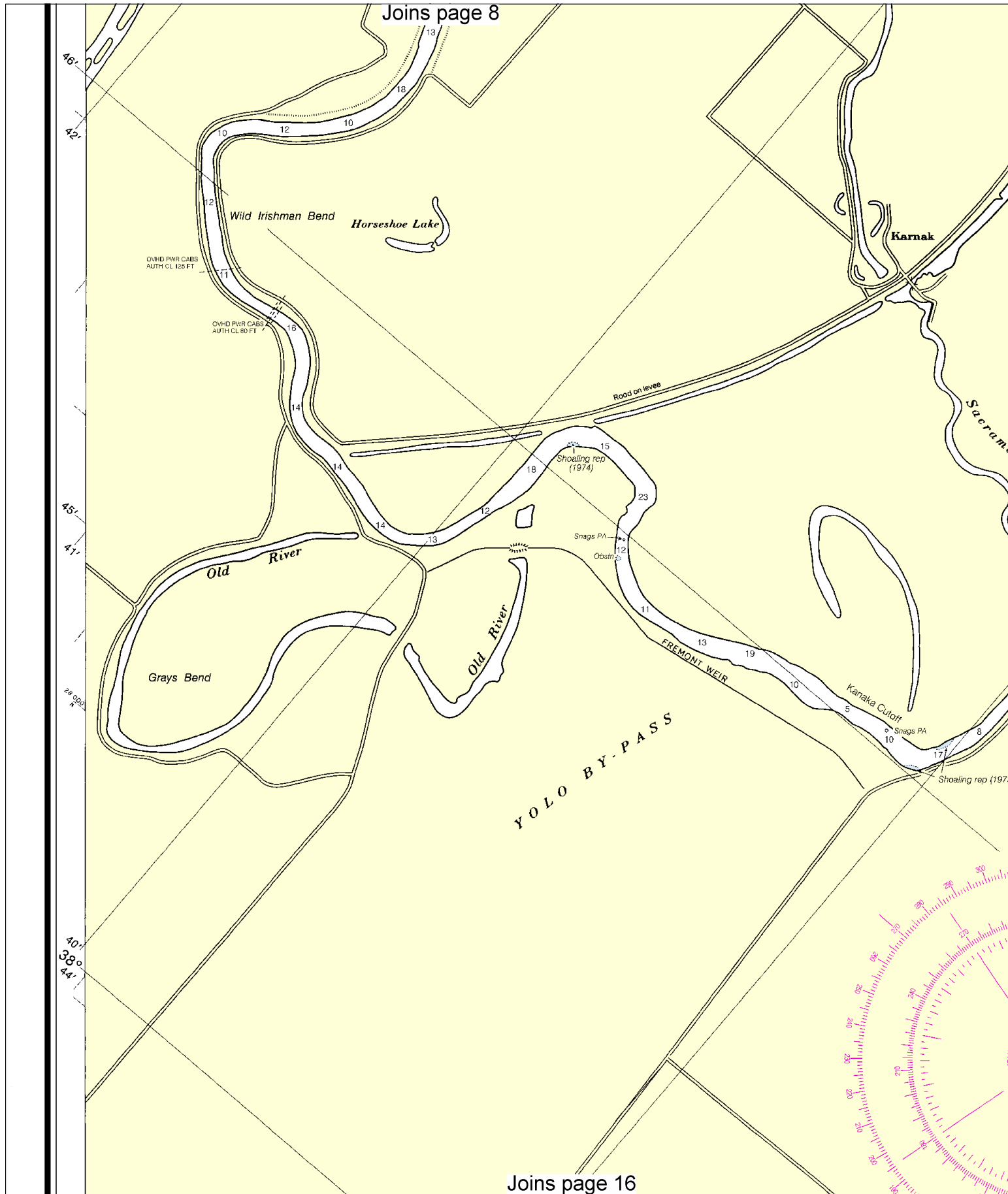
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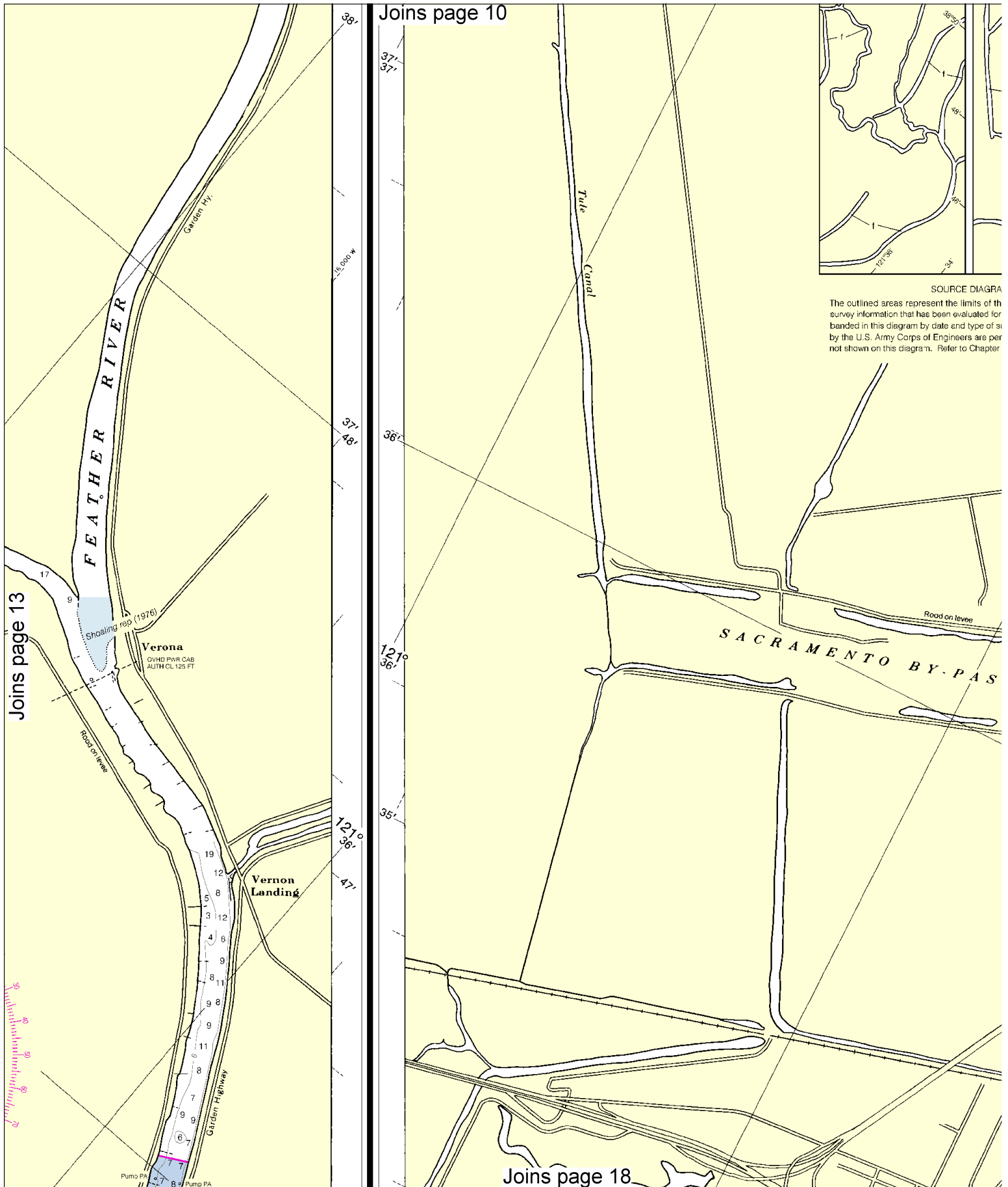
Station  
ing Area

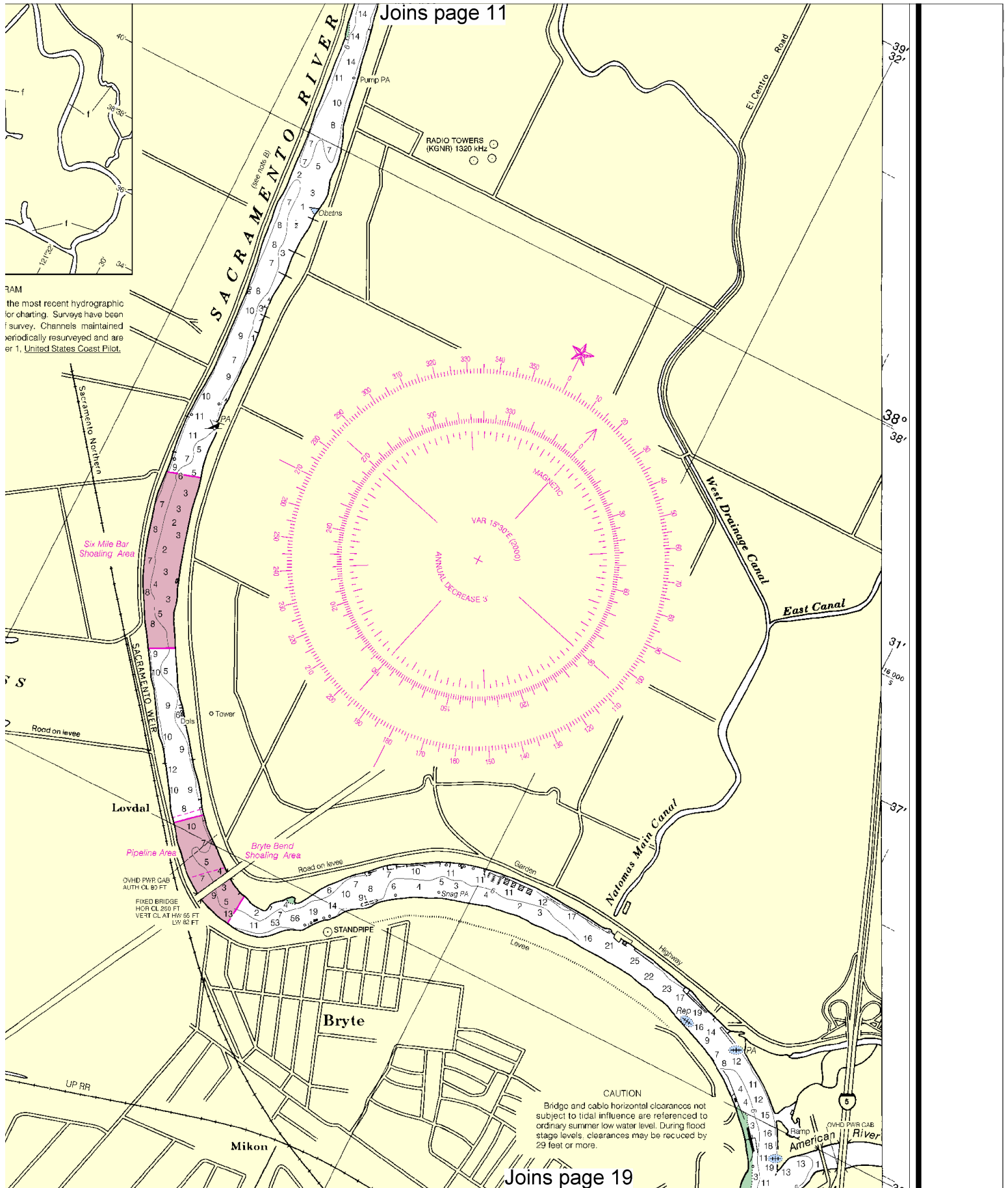


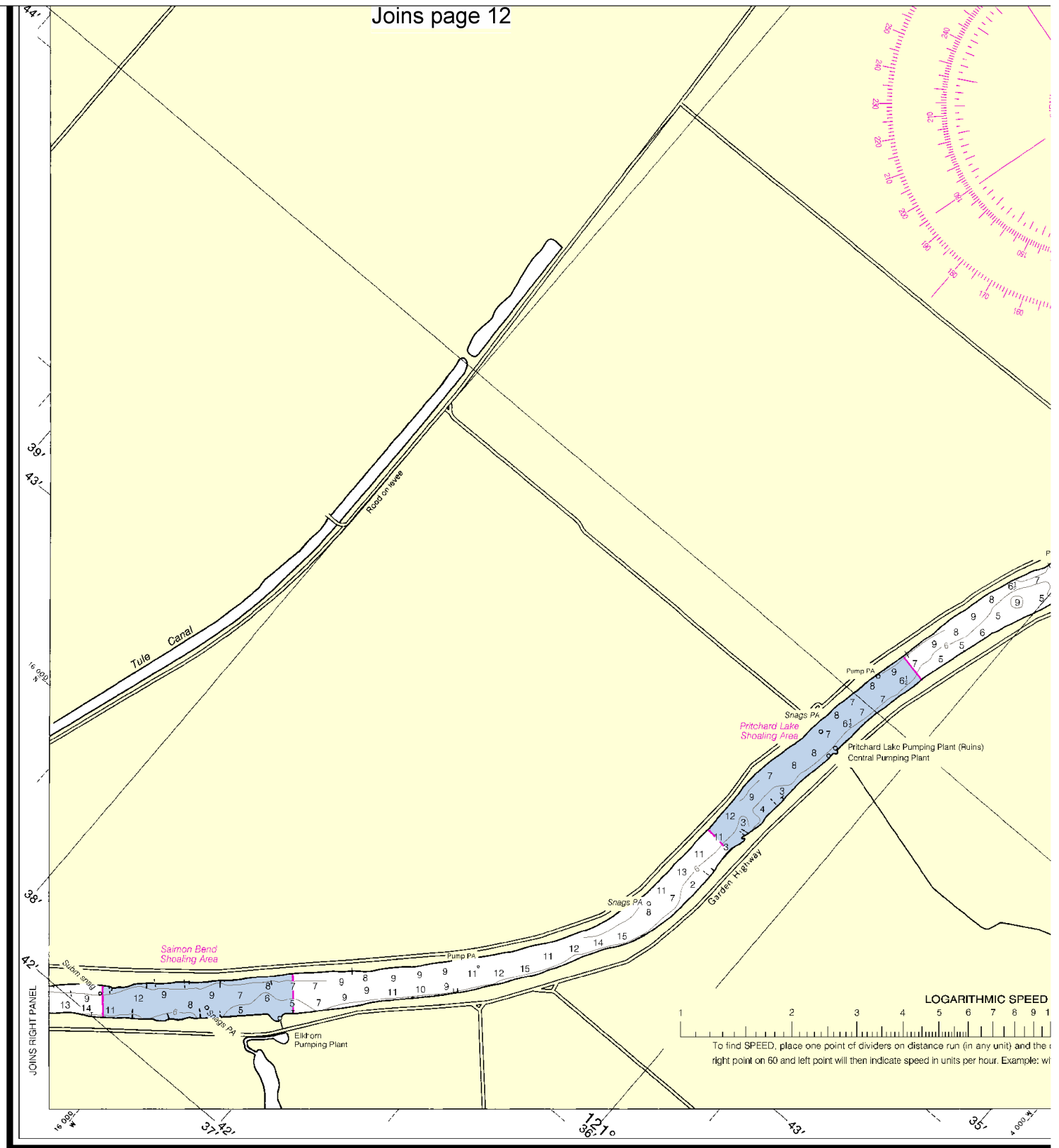
Joins page 15











12th Ed., Aug. 26/00

18664

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

SOUNDINGS

WARNING

The prudent mariner will not rely solely on this chart for navigation, particularly on floating Guard Light List and U.S. Coast Pilot.

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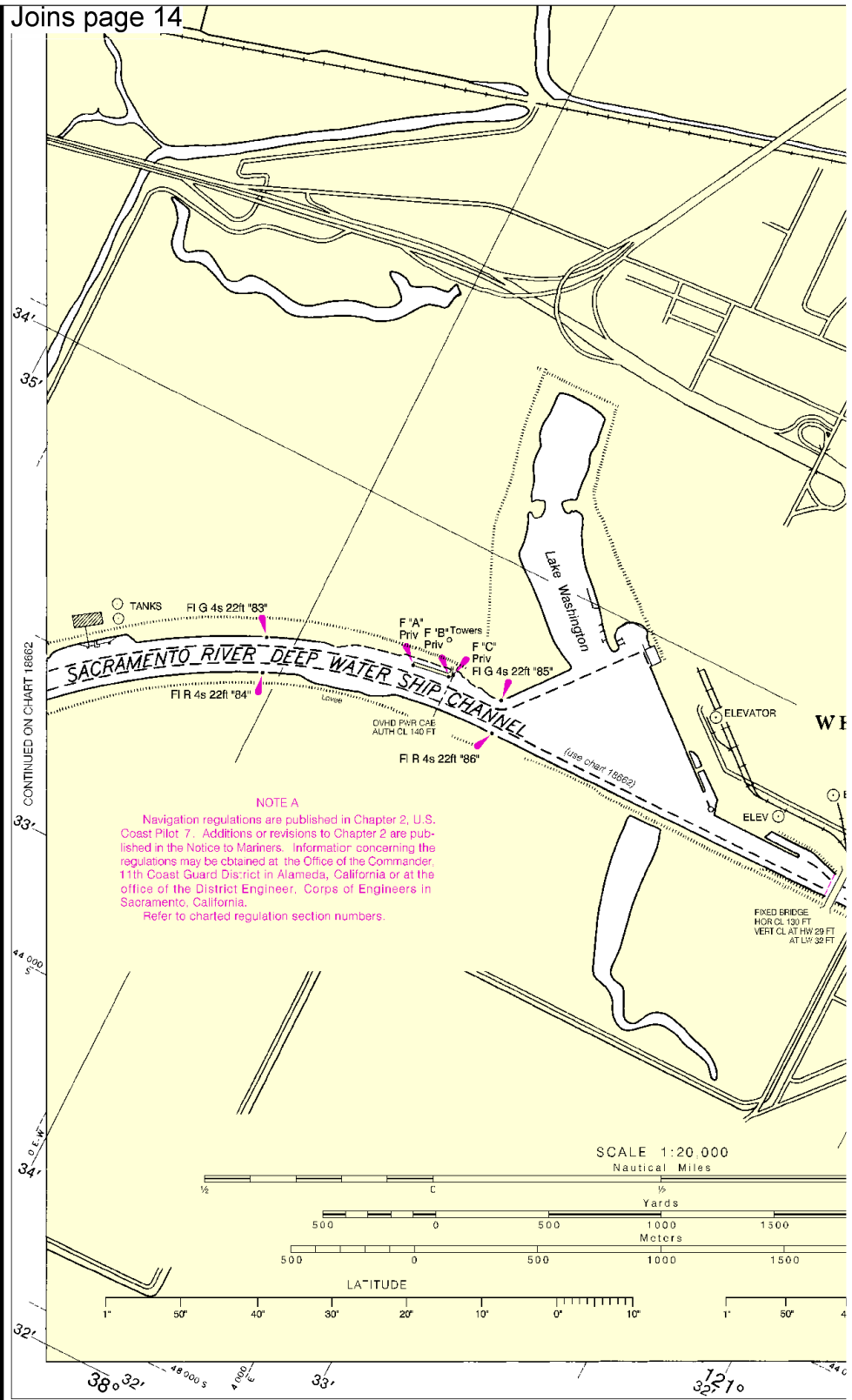
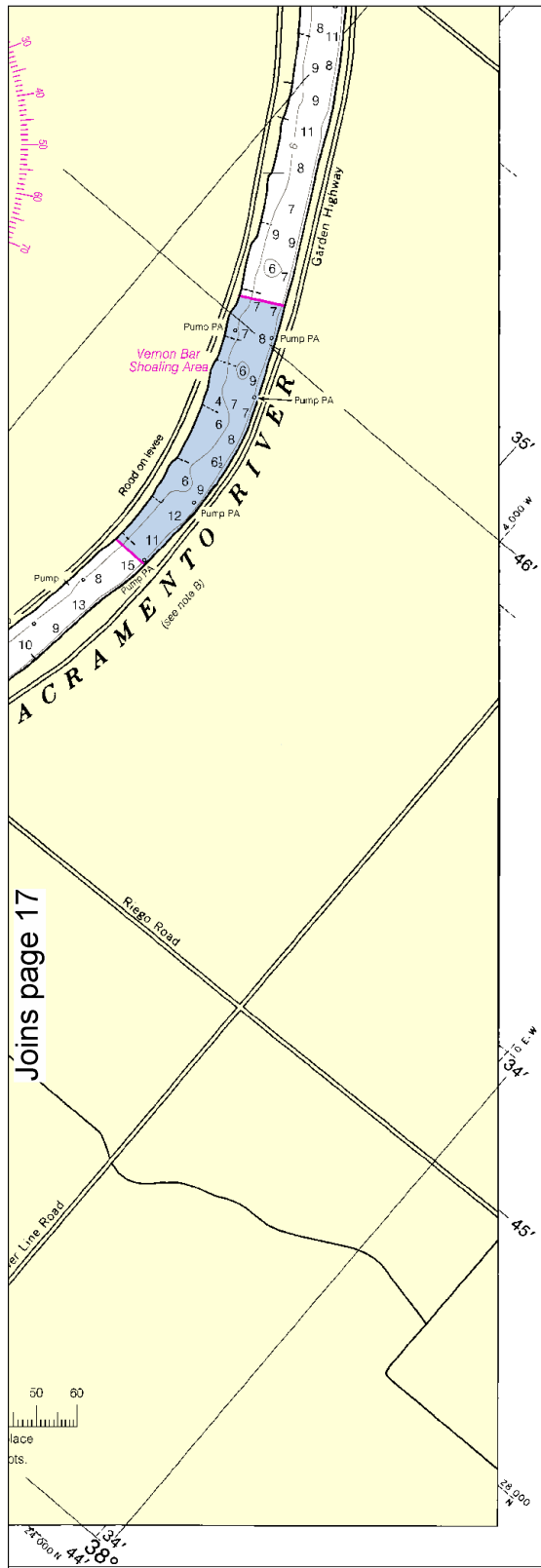
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.







OUR SEAS AND OUR SKIES



OF EXCELLENCE AT NOAA

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

FATHOMS	1	2
FEET	6	12
METERS	1	2

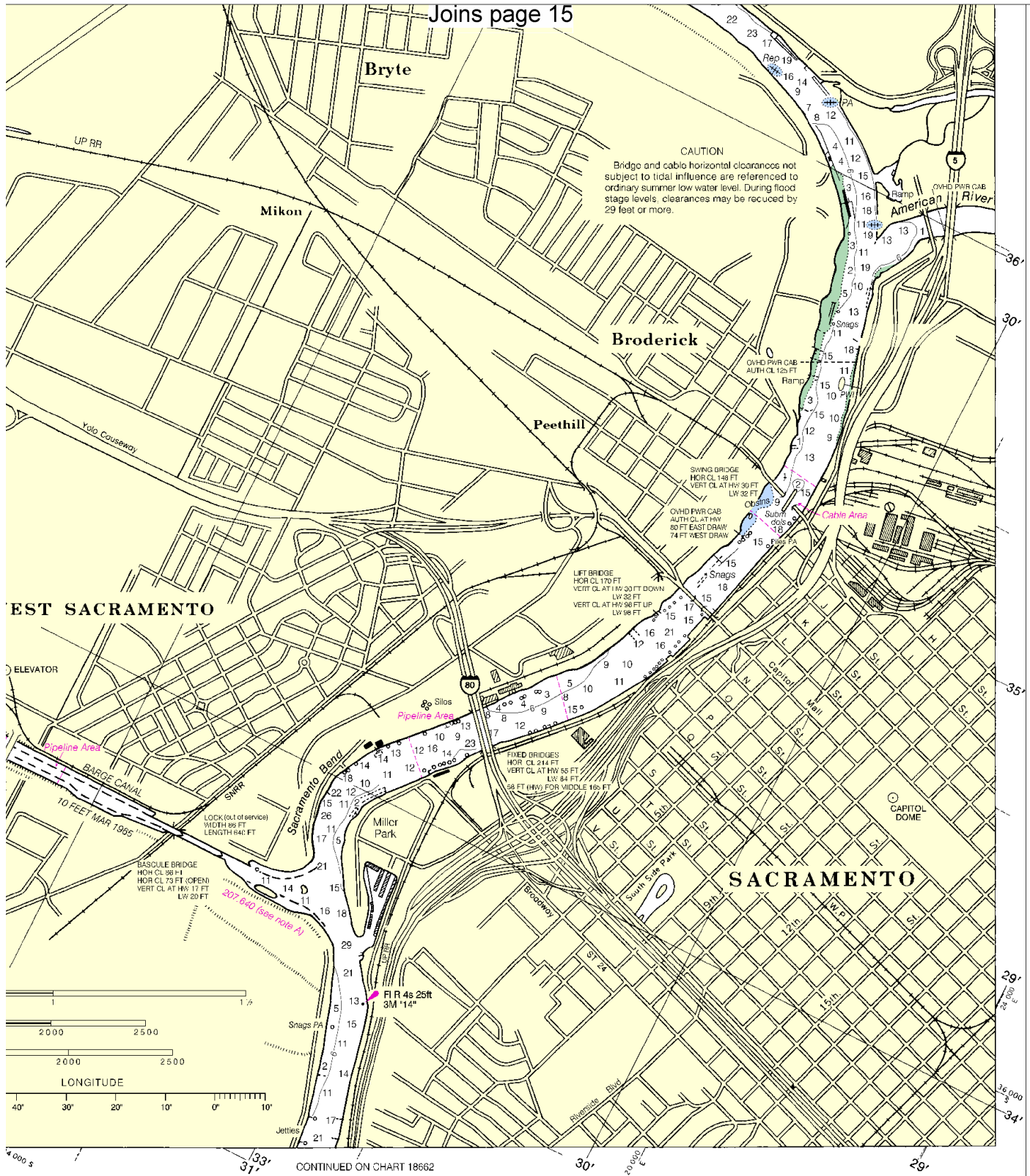
18

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.





## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue** – 510-437-3700

**Coast Guard San Francisco** – 415-399-3479

**Commercial Vessel Assistance** – 1-800-367-8222

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).